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and the United States, together with a view of the literature of the subject, and an interesting chapter on the treatment of the criminal. The commoner abnormalities of the criminal, physical and psychical, are noted; and the theory of atavism as an explanation of his anti-social tendencies receives constant notice, though it is not found to be as all-explanatory as Bellamy thinks it will be in his millennium.

Both of the authors under review urge as the strongest proof of the impotence of our present system of dealing with criminals, the increasing number of recidivists or habitual offenders. "Each ten-times-convicted offender is a standing, glaring proof of the inefficiency of our present system to prevent offences," says Mr. Baker. Ellis states that more than forty per cent of the women committed to prison in Great Britain during 1888 had previously been convicted more than ten times. Of the persons committed during the year 1887, 5686 of the men and 9764 of the women had been committed more than ten times. That the same tendency to recidivism exists in this country can be ascertained by investigating the records of the nearest county jail. It is Mr. Ellis's opinion that, since the time of Howard, the countries of western Europe have been so busy reforming their prisons that they have neglected to reform their prisoners. The latter is obviously the harder task.

So far as I am aware, the science of criminology has been taken up for investigation and study in only one American university, though desultory work in charities and corrections is done in several of them. The need for the scientific treatment of the subject is pressing, and it is to be hoped that these two interesting volumes will do much to attract the attention of students of social science, and to bring the matter to the notice of all thoughtful citizens.

A. G. WARNER.

*Eisenbahnreform.* Von EDUARD ENGEL. Jena, Herman Costenoble, 1888. — 8vo, 219 pp.

It is many years since practical railway reformers derided the projects of Brandon and Galt in England, and of Perrot in Germany. But the old idea has been taken up anew by Herr Engel, and is fast attracting attention in all quarters, owing to its practical realization in Hungary, and its projected adoption in other countries. Engel's book is all the more important because it is chiefly to the indefatigable author that these new experiments are due. The volume before us is in some sort the Bible of the new school of transportation enthusiasts.

The main ideas may be summarized as follows. The prevalent system of passenger fares is one based chiefly on distance. Concessions are made only on the very long distances, owing to competitive centres,

and on the very short distances, owing to the expansibility of the traffic. It is the medium and comparatively long distance traffic that suffers. The fares are so high and the accommodations so poor as to restrict immensely the possible advantages of a system of improved transportation. The reason of all this is the distance principle. It is accepted simply because it has come down unchanged from the methods of eighteenth century transportation. But the principle is vicious and illogical. It cannot be based in the value of the service, because a short ride may be far more valuable and important to a passenger than a long ride. We cannot possibly analyze or measure the desirability of a ride by its length. There is no connection between the two. The value to the passenger can be gauged only by considerations of a purely personal nature, which necessarily vary with each case. The mistake has arisen from confounding persons with commodities whose value is really changed by transportation. Just as the value of a letter or telegram is independent of the distance traversed, so is the value of a railway journey to the passenger. The distance tariff was once the universal rule for letter postage also; and Rowland Hill's proposals were treated with the same contemptuous incredulity as those of Perrot and Engel. But the successful introduction of penny postage showed the uselessness of the distance tariff. So it must be also with passenger fares. For the oft-repeated assertion that letters are different from passengers proves nothing. They are not different in the one controlling consideration — that the amount of the transportation does not proportionally change the value of things carried.

Secondly, the principle of distance cannot be based on the cost of service. For although it indeed costs more to transport a passenger a long than a short distance, the relation is not exactly proportional. Many of the expenses, in fact the large majority, are fixed expenses. It is utterly impossible to determine the cost of service for each individual service. All that can justly be demanded is that the average fare should exceed the cost of service of the average act of transportation, *i.e.* that the total receipts should exceed in a certain proportion the total expenses. Now this can be accomplished as well by a uniform fare as by a distance tariff. Again, the distance tariff system as actually practised loses sight of the fact that the cost of service decreases with the frequency of the transportation, and that low rates on a long distance may under certain conditions be more lucrative than high rates on a short distance. The amount of transportation as compared with its length seriously modifies the application of the cost of service theory.

Having shown that the distance principle is illogical and unnecessary, Herr Engel sets forth his own plan. He does not favor at this time the uniform fare, — which is perhaps too radical an innovation, — but the

system of zone tariffs. As the telegraph charges are the same for all stations within a certain radius, but increase by stages beyond, so the passenger fares should be arranged by certain definite gradations according to zones, the fare being the same to all stations within the same zone. The zone fares should be just low enough to produce the greatest profits, — and this point can be ascertained only by experiment. In connection with this many other reforms should be undertaken, such as greater speed, comfort, *etc.*, all of which would be not only possible but profitable to the railways. The book closes with a glowing picture of passenger transportation as it might be, compared with passenger transportation as it is.

The first point to be noticed is that Herr Engel does not, like some of his predecessors, apply his system to freight rates. Here he has no fault to find with the prevalent system, presumably because commodities are changed in value by transportation. But it is difficult to see the distinction in theory between rates and fares. A bushel of wheat does not cost any more in New York if it comes from Ohio, than if it comes from Nebraska. The value is the same to the purchaser. So that Herr Engel is in reality less logical than his predecessors. If the theory is a failure as to fares, it cannot be upheld as to rates. Passing over this inconsistency, it may be admitted that the zone tariff, as actually carried out during the past year, has been a success. It is true that the accompanying reforms advocated by Engel have not been adopted — such as greater speed, increased comfort, more regularity, *etc.* But the experiment has been profitable because of the immense increase in passengers and the decrease in expenses.

Of course many of the conditions of the successful application of the theory are lacking in this country. There is no unity of administration, no distinction of classes with such unprofitable deadweight in the upper classes, no such extravagance in station equipments and fixed expenditures. The whole system will for a long time have only a theoretical importance for us. But what the plan means when applied by a centralized administration can be seen approximately by comparing the system on the New York elevated road, with its low uniform fare, to the system of the London underground road, with its complicated and high distance tariff. In truth the principle of value of service has never been so highly developed in passenger as in freight traffic with us; and when our railway system will have ultimately settled down to its permanently consolidated form, the zone system may be as applicable and profitable here as elsewhere. But that time is yet far distant. In the meanwhile Herr Engel's book deserves serious consideration and study.

E. R. A. S.